

York Transfer & Storage Signs Agreement with Local 193

The Indiana Teamster

"Serving the Indiana Teamster Movement"

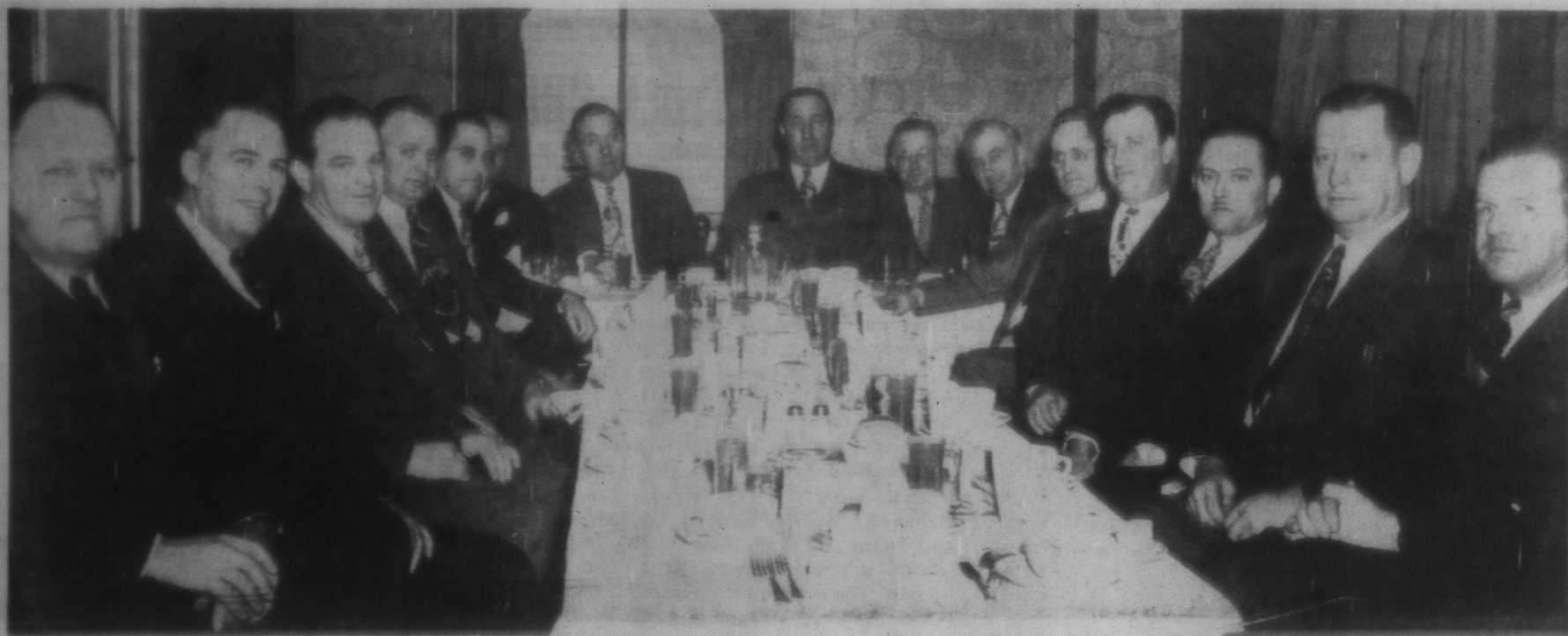
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No.

TEAMSTERS FIGHT TO KILL DEADLY ANTI-LABOR BILLS



FLYNN MEETS WITH LEGISLATIVE COMMITTEE—The committee appointed by the Indiana State Drivers Council to spearhead the fight against anti-labor legislation met at the Antlers Hotel, February 21 in consultation with Thomas E. Flynn, assistant to General President Daniel J. Tobin, International Brotherhood of Teamsters. The meeting was called by Committee Chairman Pat Hess, of Teamsters Local 414, Fort Wayne, 2d Vice president of the Indiana State Federation of Labor. Members of the committee and others are shown seated around the luncheon table, left to right: Mike Sawochka, head of Teamsters Local 142, Gary; Gale F. Murrin, president of the Lake County Central Labor Union; Harold Thirion, International Representative, IBT; Walter E. Biggs, head of Teamsters Local 364, South Bend; Norman C. Murrin, International Representative, IBT; O. B. Chambers, head of Teamsters Local 759, Kokomo; Mr. Flynn, Steven Toth, head of Teamsters Local 520, East Chicago and president of the State Drivers Council; D. E. Mahoney, head of Teamsters Local 369, Muncie; Emmett J. Williams, head of Teamsters Local 135, Indianapolis; Mr. Hess, C. B. Birdsong, head of Teamsters Local 215, Evansville; E. C. Wilkes, head of Teamsters Local 298, Michigan City; Jack Reynolds, head of Teamsters Local 144 Terre Haute, and Charles Quinn, of Teamsters Local 298, Michigan City.

Govt. Forces Coca-Cola to Pay GI Fired for Joining Union

The Coca-Cola Bottling Co. of Indianapolis, has been compelled by the U. S. Selective Service System to reimburse a World War II veteran for 6½ months' time, which he should have been permitted to work by the company under his GI Bill of Rights, but which was denied him because he joined the Teamsters' Union, Local 135.

The veteran is William Joseph Vedder, of 1627 North Tacoma St., and the amount he received totals \$1,200, including withholding tax. The check was signed by J. S. Yunker, company president, on February 20, immediately upon receipt of a preemptory letter from Major Raymond F. Body, of the Veterans' Personnel Division, giving Mr. Yunker one week to pay, or else.

Major Body's letter pointed out that Vedder, employed at the bottling works, 860 Massachusetts Ave., had left to join the Navy, December 21, 1943, and returned, after his honorable discharge, July 24, 1946. The letter says, in part:

"In a series of advancements, it appears that his (Vedder's) claim for increased wages to and including December 28, 1946, were at least partially satisfied. However he was not given the advancement in position to which his seniority right entitled him. Nor do we understand that payment of compensation was made to him on that basis.

"It likewise appears that he was coerced into resigning on December 28, 1946, although there had elapsed at that time only 5½ months of the one-year period for which the employer is obligated to retain a reinstated veteran in his employment."

The letter demanded that Vedder be reinstated or reimbursed at the rate of \$1 per hour for working time from December 28, 1946, to June 24, 1947, "the latter date being the

(Continued on Page 4)

Atkins Welcomes New Members to Teamsters Union

Trucks of the York Transfer & Storage Co., pictured in the January INDIANA TEAMSTER as being operated under conditions unfair to Teamsters Local 193, Indianapolis, are now on the right side of the highway.

Mel Atkins, union business representative, is happy to announce that all drivers and helpers of the company are now members of the local.

The company has signed an agreement with the local.

East Chicago Teamsters Win Pay Increases

EAST CHICAGO—Eighty members of Teamsters Local 520 of this city are 15-cents-an-hour better off as a result of new contracts just signed by Steven Toth and Frank Potesak of the union with six lumber and coal companies.

Pat Hess Directs Defensive Against Punitive Legislation

BULLETIN

The anti-closed shop bill (SB 48) is dead. At the time this paper goes to press it develops that the bill has been withdrawn by its author, Senator A. W. Mitchell, in the belief that national legislation could "better handle the labor situation."

Similarly labor appears to have won its battle to defeat other invidious legislation, demanded by the State Chamber of Commerce and associated capital, with exception of HB 392, which prevents utility workers from striking.

Legislative representatives of 30,000 AFL Teamsters in Indiana, led by Pat Hess, are fighting to the last ditch to prevent passage by the 1947 State Legislature of several bills which were introduced at the behest of big business to abolish organized labor.

Most dangerous of these bills to the Teamsters are SB 48, which would outlaw the closed shop, and HB 56, outlawing interference with delivery of any commodity.

H. B. 56 is known as the "Little Hobbs Bill." It is, in fact, an amendment to a law already in the statutes prohibiting interference with delivery of farm products.

(Continued on Page 2)

Reading Clerk of Lake County CLU

GARY—Steven Toth, president of the Indiana State Drivers' Council and secretary-treasurer of East Chicago Teamsters was reelected reading clerk of the Lake County Central Labor Union at its annual election in the Gary Labor Temple.

Mr. Toth was unopposed for re-election, as were Gale F. Murrin, president, and some of the other officers. Trustees in charge of serving refreshments at festivities following the business sessions were Harry D. Cole, of Teamsters Local 362, Hammond; Alma Whitham and Joseph Zych.

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So... This Is Kokomo

The general meeting of Teamsters Local Union 759 is held at the Labor Temple, 512 East Sycamore St., Kokomo, the first Saturday night of each month, at 8 o'clock. At the February meeting members of the local held their annual party, and there was a good attendance, despite severe weather. Late hangers-on at the party, who took considerable time to talk over problems, were Kenneth Markley and Milo Graham from Coady Coal Co. and Joe Roberts of the Clemans Freight Line. But a good time was had by all, with plenty of eats and refreshments for everyone. We are sorry some of the people did not show up, but realize the weather was very bad.

We have opened the Armour Contract, which expires May 1, and have set up a committee to meet with the company consisting of Byron Zimmerman, Clarence Jackson, Dora Zumbaugh and W. F. Billman. All have served before on the negotiating committee and are awaiting word from Armours in regard to the first meeting.

The Construction Contract has been opened and is now in the process of negotiations.

Our sympathy goes out to Robert Coan, driver for the Omar Bakery, and family in the death of their child.

The Kokomo Concrete Supply Co., which makes concrete blocks, is still on the "unfair" list with this union.

All members and other union people should take notice that the Fuller Service Station operators located on North Washington St. and handling City Service, have decided they no longer want to carry the union card in their station. This card has been removed; therefore this is no longer a union service station.

We have started work on the new Omar Contract, which will expire June 1. The committee, consisting of Robert Coy, Don Wisheart and James Kuntz, has met with O. B. Chambers and gone over some changes desired in the contract, which are to be presented at the next regular meeting of the sales drivers.

The case concerning the Allisbaugh and Unger trucking companies has all been cleared up. Back pay has been paid and the contract settled; and the Smith-Connally notice has been withdrawn.

All union people should be sure to see that all of their members are registering so that they can vote in the coming elections and vote for the right people.

STEVEN TOTH

From 520—East Chicago

Contract time again—so spring cannot be far away. We have opened all our contracts, and are seeking increases in all of them... how much?

Wm. Wood of Willet Co., is still suffering from the accident he had about a year ago, when he was hit by a woman driver in Chicago. Poor fellow is still unable to work!

Wall Schubert, our new president has moved into his new home—wife, kids, three dogs and two cats. Everybody is happy now.

Geo. Adams is still considered the Mayor of Frogville. Population—300 frogs, 10,000 mosquitoes and three people.

Chas. Reed of McKeborn, claims it was so cold on his farm that when he finished milking the other day, he found he had 14 fingers instead of 10.

Kal Borsists, our recording-secretary, is checking his fishing tackle. I hear he is a big time Wisconsin fisherman—wet pants and empty gut!

Frank Potesak, the B. A., claims he is the best fisherman in the union—if he lets his guide bait his hook.

Joe Burba still thinks he can fish. Well, I know how good he is.

We have completed Coal and Ice and Fuel and Lumber Contracts, with good increases for about 80 members.

Song of the Truck

By DORIS FRANKEL
Found in "The Fifth Wheel"

This is the song that the truck-drivers hear
In the grinding of brake and the shifting of gear,
From the noise of the wheel and the clarion horn,
From the freight and the weight—a song has been born:
Mohair and cotton and textile and silk,
Chicken and onions and apples and milk,
Rubber and clothing and coffee and tires,
Harness and hay and molasses and wires,
Petroleum, vinegar, furniture, eggs,
Race horses, stoves and containers and kegs,
Chemicals, cantaloup, canned goods and seeds—
Song of the cargo America needs!
Song of the wheels in the well-travelled grooves—
Coastline to coastline—America moves!

On the Line With 369

THE NEXT REGULAR MEETING OF LOCAL NO. 369 WILL BE HELD SUNDAY, MARCH 9, 1947, AT THE LABOR TEMPLE, 120 E. 8th STREET IN ANDERSON.



All Truck Drivers Stopping at Bailey's Diner on Route No. 67 in Muncie, Should Ask the Management to Keep Scott County Catsup Bottles Off the Lunch Counter.

Our Congratulations go to Charles Briley of The Sanitary Beverage in Marion, who is a Proud Papa of a New Boy, and to Ray Hisey Also of The Sanitary Beverage, who is Also a Proud Papa of Twins, a Boy and a Girl.

ATTENTION! ALL TRUCK DRIVERS BE SURE AND PATRONIZE THE COLONIAL, SINGER'S AND OMAR BAKERIES OF MUNCIE.

Members of The Target Trucking Co. Want to Know Who's Ahead, Art Justice or Leo Mills.

Donald Eastman of The Omar Bakery in Muncie, is the Proud Papa of a New Boy.

Teamsters Support 48-Foot Truck Bill

The Indiana State Drivers' Council voted at its last meeting to give all possible support to a bill in the 1947 Legislature (HB 211) permitting operation on Indiana highways of semi-trailer trucks 48 feet long and 12½ feet high.

Trucks of this size are now being used to bring new automobiles to Indiana and for other purposes by permission during the war emergency. When this emergency is declared ended a previous statute, if enforced, will limit the size of tractor semi-trailers to 40 in length and 12 feet in height.

Three thousand trucks would be taken off the roads of Indiana when the emergency ends unless the law is liberalized. This would affect probably 5,000 Teamsters.

As explained by Maurice Early in the *Indianapolis Star*, and Frank Edwards over WIBC, Indiana is the only state other than Connecticut which prohibits the use of tractor semi-trailers more than 40 feet long, and even Connecticut doesn't limit the height to 12 feet.

"Since most east-west traffic must pass through Indiana, the stringency of the state law limitations makes Hoosierdom a bottleneck to through traffic," says Early. "Already there is a severe shortage of freight cars. This shortage is becoming worse. Hence the importance of keeping as many trucks as possible in operation."

The bill is sponsored by the Indiana Motor Truck Association.

Hess Directs Defensive Against Evil Legislation

(Continued from page 1)

These two bills particularly must not be passed and, if passed, must be vetoed by Governor Gates, if the majority party members and the Governor are to keep their campaign promises of "no anti-labor legislation."

NIGHT AND DAY

Pat Hess, head of the Fort Wayne Teamsters and Second vice president of the Indiana State Federation of Labor, is chairman of the Legislative Committee appointed by the State Drivers' Council, state-wide organization of the Teamsters.

He has been in action 24 hours a day, arguing against the punitive proposals, from the time they were first dropped into the hopper. And about the only time he has taken out has been to meet with members of his committee, as pictured on page 1:

OTHER VICIOUS BILLS

Other bills still being considered by the General Assembly are: SB 52, which makes mass picketing unlawful.

HB 392, which calls for compulsory arbitration in case of utility disputes.

HB 31, which provides for state police intervention in labor disputes, without specific assignment by the Governor.

HB 102, which prohibits secondary boycotts.

HB 262, which outlaws the check-off system.

House Bills 31 and 262 were introduced by Assemblyman Lothair Teetor, of the millionaire Hagerstown Teetors, sweatshop factory owners. Teetor is midwest vice president of the National Association of Manufacturers. Organized labor could have expected more, much more from him—in the way of punitive legislation.

Up-to-Date With No. 188

With bread all sorrows are less.



We regret to announce the death of Otis Jimerson, who was employed by Colonial Baking Co. Brother Jimerson, an employe of the company for nine years, died of a heart attack on January 22. The Death Benefit Payment was made to his widow on January 23.

NOTICE—Again we announce that we are organizing all potato chip companies. Artie's Potato Chip Co. employes are signed on applications, and we are ready to negotiate. President Davis has reached an agreement with the "Red Dot" Foods for their sales drivers. Officials of the Chesty Foods Co. have refused to negotiate a contract, and their drivers, who are signed on applications to Local 188, refused to work without a contract. Further developments will be reported next month.

Each month from now on we will print the names of the stewards in each plant, so that you may know who is the steward at every bakery, dairy etc. We will start this month with the eight bread companies:

West Baking Co.—Ora Keller, steward for sales drivers.
West Baking Co.—Mr. Keller is also our secretary-treasurer.

West Baking Co.—James Stroup, steward for West mechanics and garage employes.

Continental Baking Co.—(Wonder Bread)—Elmer Mullin, steward for all sales drivers.

Purity Bakeries Corp.—(Taystee Bread)—George Dugger and Felix Maris, stewards for all sales drivers.

Purity Bakeries Corp.—Albert Browning, steward for garage employes.

General Baking Co.—(Bond and Freihofer Bread)—Al Hudson and Fred Roberts, stewards for all sales drivers.

Colonial Baking Co.—Carl Surber, steward for all sales drivers.

Colonial Baking Co.—Vernon Born, steward for all garage employes.

South Side Baking Co.—Harold Courtney, steward for all sales drivers.

Regan Baking Co.—George Oakley, steward for all sales drivers.

Omar, Inc.—Ralph Scott and Zed Day, stewards for all sales drivers.

Is your milkman union? Check your milkman and demand that he carry a union book and wear a union button.

We of Local 188 have quit drinking cokes, thank you!

Congratulations to Brother (Open-the-door-Richard) Kinnaman on signing up the Stettler Baking Co. drivers.

Brother Leon (Joe) Finley of Honey Crust Bread Co. at Bedford, has been off from work for two weeks because of illness, but is back to work now and on a diet. Ha! Joe is eating soft boiled eggs and West wheat bread.

President Davis is still negotiating with Home Made Pie Co.

Help! I need help. You members out of the city, please send me something to put in this column.

They tell me they have a little heat in South Side Baking Co. garage now. How about it, boys?

Harry Beck: "I just swallowed a worm."
Homer Beck: "Quick, take a drink of water and wash him down."
Harry: "The heck with him. Let him walk."

Brother Ray Eccles (remember "Wolf" Eccles?) has changed from bread to cake. Ex-steward at Colonial, Ray is working for the Ward Cake now. Brother Carl Surber is the new steward at Colonial.

A certain member lost 125 pounds when he left the city. She was a brunette.

Future 188 Members Department: A boy for the Denzil Kerns (of Omar.) A boy also for the Richard Reids (of Ward.)

Hospitalized Members Department: We've heard from Charles Thrasher of Omar, and Jim Murray of Capitol Dairies, both at the Methodist Hospital. Both boys are getting along all right. Note to Charley and Jim—watch for Ted Smith of Blue Valley, who will be joining you in a few days.

TO ALL STEWARDS—Please be sure to report illness of union members or their families.

We have received word that Fred Pavey, Hostess Cake Co., was seriously injured when his truck was struck by another truck on Wednesday, February 26, near Pittsboro, Indiana. We are all very worried about Fred, who is one of the swiftest guys in 188, and we know everyone joins us in our best wishes to Fred.

Max Hart of Omar, was asked how business was and he replied, "Terrible, even the people who don't intend to pay ain't buying."

HAVE IT DELIVERED UNION

49 Members of Local 193 Cited by ATA

Forty-nine members of Teamsters Local 193 who are drivers of the Aero Mayflower Transit Co.'s big trucks over all the highways of America have been cited for safe driving by the American Trucking Associations, Inc.

In presenting no-accident awards to the 49 Teamsters, the association revealed that Clarence Powell has established a record of driving nine consecutive years without an accident.

Elmer G. Servies and Andrew J. Tipton are credited with seven years each of safe driving.

John M. Mikels and Charles Tipps were awarded for driving six years to date without an accident, while five-year awards have gone to John A. Switzer, Noah H. Wethington, Bruce Baker and Donald B. Mundy.

Four-year awards have gone to Forest C. Kerkoff, Warren G. John and James C. Ramsbottom.

Three-year awards to Kenneth Kerr, Louis T. Johnson, Clarence McKinnon and Hurchel G. Wethington.

Two-year awards to Harry L. Hemminger, A. A. Wolf, Trellie O. Daniels, Jesse Howard, Robert M. Mercer, Roy Randall, Ben H. Roby, Virgil W. Schopmeyer, Chester Sokolowski, Jesse H. Taylor, Edward Bowers, Floyd Fidler, John W. Henery, Louis T. Johnson, William E. Pinegar, Thomas Williams, John A. Wort, Gilbert E. Titus and Gerald J. Quillin.

One-year awards—Lawrence W. Boyd, John G. Pullum, Carl L. Schleicher, Howard Smith, John L. Vest, Herbert Grant, Edward Pieczko, Francis E. Mize, Harry W. Utterback, Floyd Weaver, James E. Wright, Ray Brackney, Ernest P. Sessions and Robert Henson.

Br-r-r It Was Cold

On the coldest morning of the winter, Tuesday, Feb. 4, at 4 a.m., temperature 1 above zero, Brother Horace Curtis, of Perkins Co., became the proud father of a nine-pound baby. Mother and baby are doing fine, but now Pop is all swelled up. The little guy could have waited for warmer weather instead of dragging Pop out at that time of day. But such is life!

Drue Keno Dies

Members of Local 193 were saddened to learn of the death of Drue Keno, a member who had been employed at the Stuart Transfer & Storage Co. Brother Keno died at the Veterans Hospital February 24. He was a veteran of World War I.

Two Strike Notices

Negotiations between Local 193 and the managements of Columbia Terminals, Inc., and Perkins Trucking Co. are deadlocked over the question of wages and working conditions. The union has filed strike notices against the two companies with the U. S. Department of Labor. These notices expire March 5, 1947.

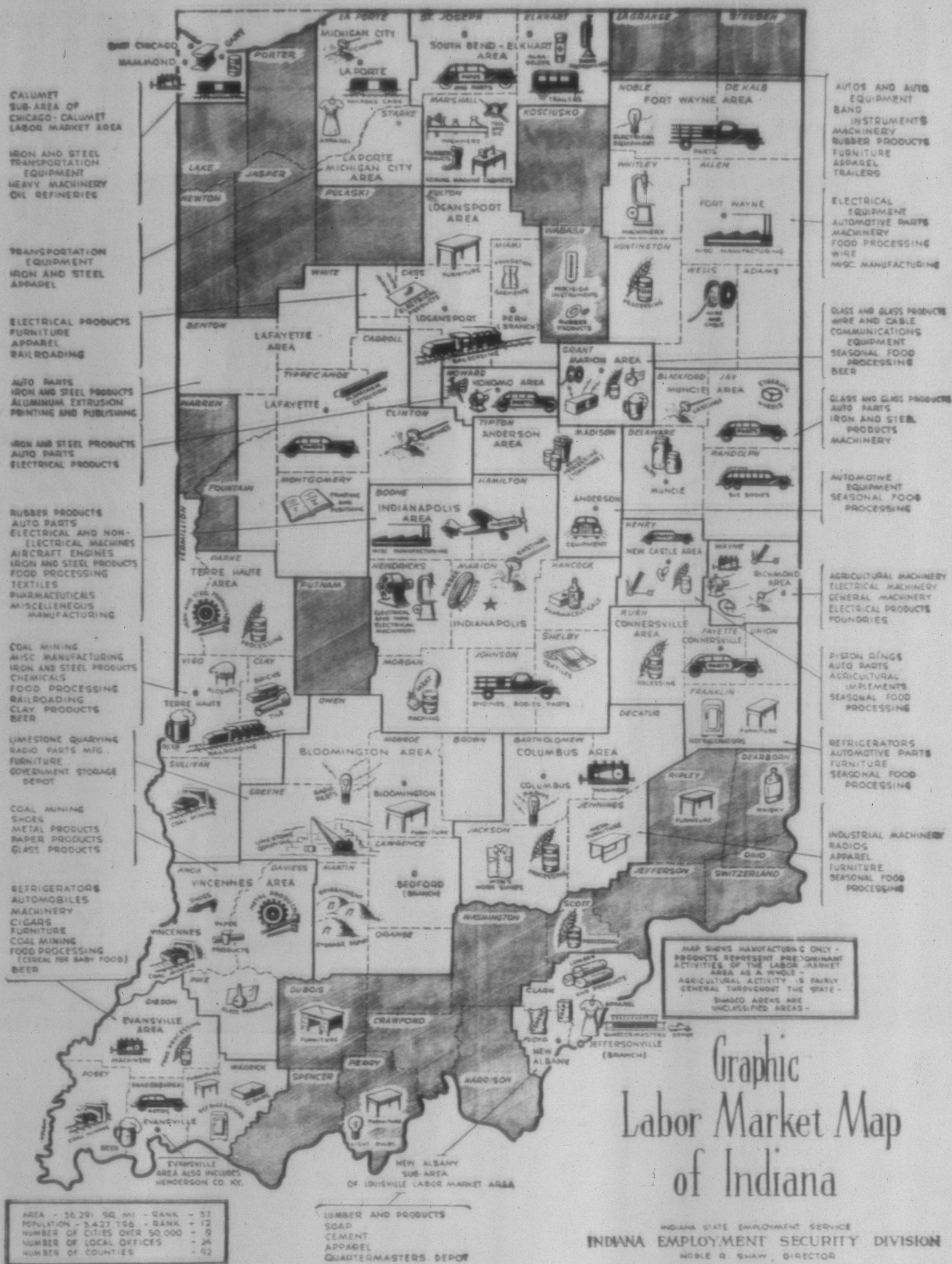
PEGLER LOSES ROUND IN \$6 MILLION LIBEL

Pinning the Communist label on a person or corporation in Illinois is libelous of itself, and the injured party does not have to show proof he suffered damages, the United States Circuit Court of Appeal at Chicago has ruled.

The tag, the court said, places the accused "beyond the pale of respectability and makes him a symbol of public hatred."

The decision was a blow for Westbrook Pegler, union-hating newspaper columnist. He and the King Features Syndicate, which distributes his stuff, have been sued for \$6,000,000 damages by A. H. Spanel and the Latex Corporation, which claim they were injured in one of Pegler's columns which branded them as "Red."

Lawyers say that the Court's finding, if permitted to stand, will leave the defendants virtually without a defense.



Roy Caldwell Dies In Evansville Home

EVANSVILLE—Taxicab drivers of Evansville were saddened by the death February 25 of Roy A. Caldwell, at his home, 710 East Walnut St., this city.

Mr. Caldwell was a charter member of Taxicab Drivers Local 11, IBT, and had been employed by the Yellow Cab Co. as a driver for 18 years.

The Indiana Teamster

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Accident Prevention---Common Sense

Are you a betting man? Maybe you don't think so. But every time you take a chance to save time you wager all the time you might otherwise expect to live. Even if you were a gambler, you wouldn't want to give that kind of odds—would you?

How fast is speeding? Thirty? Forty? Fifty? Sixty? Or is it speeds above the legal limit and only those speeds? You will be safer and so will the others on the roads and streets if you recognize that any speed which is too fast for the condition of your van, for the condition of the roads, or for the weather conditions is an UNSAFE SPEED. Don't be in a hurry to get hurt!

Youngsters love life. Let's protect them from their Number One Enemy—ACCIDENT. This enemy, says the National Safety Council, kills more children of pre-school and school age than any disease or ailment! Each year accident takes the lives of some 13 or 14 thousand youngsters and injures, perhaps cripples, thousands more. Set a good example of safe living. We protect wild life—what about child life?

Traffic accidents to children would be greatly reduced, says the National Safety Council, if drivers would observe three simple rules:

A—Always drive at a moderate speed that will enable you to stop quickly if necessary in residential and school neighborhoods.

B—Be on the lookout for sudden actions of children.

C—Carefully look around before backing or starting up from a parked position.

That's the ABC of safety for the little ones. It's a lesson worth learning early.

Dim Your Lights

A gentleman at the wheel always tips his headlights when meeting another motorist at night. This is not mere traffic etiquette. Dimming headlights is an essential safety rule for the good of all drivers. Such courteous conduct on the streets and highways marks a gentleman for life.

Accidents go hard with old folks. Let's help look out for them by lending a hand on the street. Guard them against bone-breaking traffic accidents. Here's a reminder-rhyme:

Let's be certain our safety we share,
With the folks with the silvery hair.

We love and respect them,
So try to protect them.
When we needed them, they were right there.

Examine Your Brakes

How are your van's brakes? How are the lights? How is your own safety-consciousness at the wheel? How are your chances of avoiding an accident that might

put both you and your van out of action? The Management urges you to keep your van in safe condition, and to drive safely.

Among the qualities of Abraham Lincoln's greatness, outstanding was his genuine sympathy for his fellow human beings. If Lincoln were alive today, he would be deeply concerned about the appalling national accident toll, and he would be impelled to action.

Many people today, from government officials to John and Jane Doe, are concerned about the tragic and needless loss of life, and much is being done. But too many people are still being killed and injured on the streets and highways, at working places and public recreation spots, and in their own homes.

Let us suggest that all of us dedicate our common sense to preventing accidents, so that we will not have to bind up the nation's needless wounds.

Katz a Trustee of Richmond CLU

RICHMOND—James K. Katz, business representative of Teamsters Local 691 here, has been elected a trustee of the Richmond Central Labor Union.

COCA-COLA CO. FORCED TO SETTLE WITH GI

Government Orders Yuncker to Pay Dismissed Worker \$1200 in 1 Week, and Yuncker Pays

(Continued from Page 1)

date upon which this veteran's legal right to one year's retention terminates."

Vedder's affidavit, on file in the office of Andrew Jacobs, union attorney, tells about his joining the Teamsters' Union and of being called on the carpet as a trouble maker. He says:

"When I went to his office, Yuncker spent five minutes denouncing my war record, saying that I hadn't left the States, that I had sat around twiddling my fingers while the other boys were out fighting, and that I had not been in combat. During his speech he had me in all branches of the service except the one I was in—the Navy."

Meanwhile, all members of organized labor and their friends in Marion county have quit drinking coca-cola for the duration of the lockout, and the company has been placed on the UNFAIR LIST of the Indianapolis Central Labor Union, governing body of all AFL unions in this vicinity.

An explanation of the lock-out was made over radio station WIBC recently by Hugh J. Gormley, regional representative of the AFL, and two of the union members, John Hicks and Walter Carroll.

A condensed version of their broadcast follows:

The Coca-Cola Story by Radio

MR. GORMLEY: Good evening, everybody. The Teamsters' Union, which I represent, takes this means to bring to the people of Indianapolis and vicinity the background and the events leading up to the present controversy between our union and the Coca-Cola Bottling Co.

Passersby for several days have seen pickets carrying signs, parading tirelessly up and down around the bottling company's plant at 860 Massachusetts Avenue. They are carrying signs reading, "This company is unfair to Teamsters Local 135" and at the bottom, "Ex-GIs fired for union activity."

In other words there is a strike going on at this plant, and the union is exercising its right to withdraw the services of its members, and to curtail as much as they can the sale of this beverage.

The employees of this company are resorting to the only method they have to compel attention of this company to some very flagrant grievances.

The public has a right to know what is going on here—why these men think they have an issue vital enough to walk out on their jobs, sacrifice their pay, spend their time on the picket line. It's no fun to strike, particularly in winter time. The Teamsters Union doesn't like strikes at any time. Its International President, Daniel J. Tobin, has warned repeatedly against resorting to the strike except as a last desperate measure when all else has failed.

So this strike isn't a "wildcat," wasn't brought about by outside agitators; wasn't ill-considered, isn't based upon petty nor imaginary grievances. The issue isn't more pay—although God knows the employees there need more—the issue isn't a closed shop, nor any of the causes for strikes you often read about.

There is just one issue, the arbitrary firing of 16 drivers who dared to speak their mind to fellow workers, who made the mistake of exercising their constitutional right of free speech; 16 men who thought a man has the right to join the union of his choice.

Of these 16 men, 13 of them are ex-GIs, who left the Coca-Cola Bottling Co. to put on the uniform to help spread democracy and freedom in a war-torn world; 13 men who went to the services to help defend freedom of speech and freedom of enterprise; 13 men who came back to their jobs and cannot understand why freedom isn't exercised here.

These men are trying to defend freedom of speech and affiliation here, just as most of them did overseas.

And they are not alone in their struggle. They have the support of the entire labor movement of

Indianapolis. The Central Labor Union, governing body for all AFL unions in this area, has voted support of the strike and has placed Coca-Cola on its UNFAIR LIST. Coca-Cola is a soft drink loyal AFL people just do not buy.

For years the Teamsters Union has known that working conditions and wages in the Coca-Cola plant have been substandard. One by one employees in the other leading bottling companies of the city organized themselves into unions, negotiated contracts with their companies and were successful in establishing pleasant relations and in improving wages and working conditions.

But Coca-Cola lagged far behind. The rate of pay remains lowest in the industry in this area. This we can prove.

Mr. Gormley then relates in detail how the more intelligent drivers attempted to affiliate with a union—the Teamsters—and how the company fought their efforts by establishing a company union. "This had as its only function, in-so-far as we have been able to find out, the holding of an annual Christmas party, and the presentation annually to the president of the firm, of an ornate and beautiful scroll, a parchment upon which appeared the names of the faithful, loyal employees, with terms of endearment and affection. No dues, no by-laws, no treasury, no business meetings, no negotiations, no contract—just loyalty to the company."

It was back in 1941, before Pearl Harbor, when the drivers began to realize they couldn't eat "loyalty," couldn't spread it on their bread or heat their houses with it. They began to talk about joining the Teamsters' Union. Five or six men who were strongest in their beliefs, and who were discussing organization, suddenly found themselves demoted or without jobs. This was done publicly. These rash men were made examples of before their fellows. Pointing them out in open meeting, Mr. J. S. Yuncker, president of the Coca-Cola Company, called them "disloyal disruptionists, jeopardizing the jobs of all the rest." The men were publicly ridiculed, publicly fired.

When the GIs returned to their old jobs after the war they found their rates of pay just as low as when they left, despite soaring living costs.

There was unrest, discontent. Rumors of more money were flowing through the plant, but these did not materialize. Most of the men found they had to hold two jobs to make a living: one with Coca-Cola and another some place else.

The men decided to call a meeting for October 28, at 4 p.m. But the meeting wasn't held. On the

These Trucks Are Hauling Unfair Beverage



Walter Carroll, union teamster, worked for the Coca-Cola Co., following his return from service and until the company locked out his brother Teamsters, starting last October. Here he is shown picketing the bottling plant, at 860 Massachusetts Ave., Indianapolis.

UNFAIR!

Jaggers Wholesale Grocery Co., 114 South Alabama St., Indianapolis, and M. O'Connor & Co., 600 Kentucky Ave., Indianapolis, are unfair to organized labor and should NOT be patronized until further notice.

morning of October 28, a driver, Freddie Wilcox, one of these returned veterans, was fired. He had talked too much, in the wrong place, on the wrong subject. And the company announced a drivers' meeting to be held at 3 o'clock, ordered every man to be there.

At this meeting Mr. Yuncker warned the drivers against union "agitation." If there were "petty" grievances, he said, and some had come to his attention from his stool pigeons, his door would always be open. He suggested that the company union select a grievance committee to talk with him over any "petty" grievances, such as the company fining each driver two cents for each off-brand bottle they return.

Yuncker left the floor in charge of the president of his company union. After considerable discussion of numerous grievances, a committee was appointed to discuss these grievances with President Yuncker.

But next morning the newly appointed chairman was fired. Every man who had got up in that meeting and hinted that there was a grievance to be discussed was fired—the navy veteran who deplored the fact that when a man was off sick, his pay stopped, he was fired. And a man who agreed with him was fired also.

A day later two more were fired, one a Sea-Bee veteran, the other a non-veteran with ten years' service with the company. He had been a ringleader in this union agitation, and his services were no longer required.

Following this there was another sales meeting, and Mr. Yuncker said: "Well, Gentlemen, I think we're rid of all the rats. I hope I can call the rest of you—Gentlemen."

And right after this meeting something happened to a man, who is here in the studio now and

13 Union Drivers Win Safety Bonus

Thirteen Indianapolis drivers of the Federal Express, Inc., 577 W. Ray st., recently received a "safe-driving" award and a bonus check from the company.

All are members of Teamsters Local 135.

They are Gilbert Bilyeu, Henry Geiseking, Raymond Anderson, Floyd Ayers, Valley Bigham, Charles Haines, Riley Kidwell, William Plummer, Forrest Spellman, David Turner, Melvin Greenwood, Homer Johnson and John Vann.

will tell you in his own words. He is John Hicks, a veteran of the Marine Corps and 28 months in the Pacific Theatre.

HICKS: Well, a salesman told me that George Cramer—he's sales manager—wanted to see me in his office. Mr. Cramer said, "Johnny, I want to know your feelings in this union situation." I told him I didn't want to commit myself, because I didn't think it was any of his business.

Then he said to me, "I want to know, Johnny, are you or are you not loyal to this company?"

I couldn't see why I couldn't be loyal to both, so I said: "Why certainly, I'm loyal to the company."

But Mr. Cramer couldn't see how I could be loyal to the company and still loyal to the union. I told him I thought about the same as most of the other fellows did, that if they thought we needed a union, I probably would go along with them.

And next day I told him, "George, I'm loyal to the company, sure, but if there's ever any labor trouble here, and the men walk out, I'll just have to go along with them."

Mr. Cramer then told me he wanted me to resign from the company.

I asked him, "Do you mean resign under pressure?"

He denied that I was resigning under pressure, but he did say: "You come back in about an hour, and I'll have your checks." He paid me up to the 26th of November, which was the date I had returned from service, the year before.

GORMLEY: And that, friends, is a sample of conditions that led up to this present controversy.

Only Two Notices Are Now Required

WASHINGTON—Since February 24, when the National Wage Stabilization Board expired, trade unions subject to the War Labor Disputes Act are required to file only two 30-day strike notices, one with Secretary of Labor, and one with the National Labor Relations Board.

Previously, the law required the filing of three 30-day strike notices, but under Executive Order 9809 issued December 12, 1946, the functions of the National Wage Stabilization Board were transferred to the Secretary of Labor.

The War Labor Disputes Act terminates on June 30, 1947. Until that time, however, Section 8 of the Act requires that unions notify the Secretary of Labor and the National Labor Relations Board of possible stoppages which would interrupt work contributing to the production of military supplies or interfere with the effective transition to a peacetime economy.

That is why these men are on the picket line, willing to sacrifice their jobs and pay to make conditions better than this. And we have another sample of the same. We have in the studio Walter Russell Carroll, who went to the Navy Oct. 11, 1943, from this company and returned Feb. 4, 1946. Did you get your job back all right, Walter?

Carroll explained that he came back to work at \$40 a week, received \$31 take-home pay, to support a wife and baby, and was required to work nights in another job to make ends meet.

Out of his \$40 he had to pay the company \$15 for a uniform.

Therefore, he said, "When the strike vote was taken I voted for it. It was the only way I could see that we could get the company even to recognize these grievances."

BUMPER CAR CROP

Passenger car output last year reached 56.8 per cent of the 1941 level with 2,148,677 leaving assembly lines, the Automobile Manufacturers Association reports. More civilian trucks were produced than in any previous year.